

§ 169.731

switch in the pilothouse, clearly and permanently identified by lettering on a metal plate or with a sign in red letters on a suitable background: "GENERAL ALARM"

§ 169.731 General alarm bells.

On vessels of 100 gross tons and over each general alarm bell must be identified by red lettering at least ½ inch high: "GENERAL ALARM—WHEN BELL RINGS GO TO YOUR STATION."

§ 169.732 Carbon dioxide alarm.

Each carbon dioxide alarm must be conspicuously identified: "WHEN ALARM SOUNDS—VACATE AT ONCE. CARBON DIOXIDE BEING RELEASED."

§ 169.733 Fire extinguishing branch lines.

Each branch line valve of every fire extinguishing system must be plainly and permanently marked indicating the spaces served.

§ 169.734 Fire extinguishing system controls.

Each control cabinet or space containing valves or manifolds for the various fire extinguishing systems must be distinctly marked in conspicuous red letters at least 2 inches high: "CARBON DIOXIDE FIRE EXTINGUISHING SYSTEM," or "HALON FIRE EXTINGUISHING SYSTEM," as appropriate.

§ 169.735 Fire hose stations.

Each fire hydrant must be identified in red letters and figures at least two inches high "FIRE STATION NO. 1," "2," "3," etc. Where the hose is not stowed in the open or readily seen behind glass, this identification must be placed so as to be readily seen from a distance.

§ 169.736 Self-contained breathing apparatus.

Each locker or space containing self-contained breathing apparatus must be marked "SELF-CONTAINED BREATHING APPARATUS."

46 CFR Ch. I (10–1–07 Edition)

§ 169.737 Hand portable fire extinguishers.

Each hand portable fire extinguisher must be marked with a number, and the location where it is stowed must be marked with a corresponding number. The marks must be at least ½ inch high. Where only one type and size of hand portable fire extinguisher is carried, the numbering may be omitted.

§ 169.738 Emergency lights.

Each emergency light must be marked with a letter "E" at least ½ inch high.

§ 169.739 Lifeboats.

(a) The name and port of the vessel marked on its stern as required by § 67.15 of this chapter must be plainly marked or painted on each side of the bow of each lifeboat in letters not less than 3 inches high.

(b) Each lifeboat must have its number plainly marked or painted on each side of the bow in figures not less than 3 inches high. The lifeboats on each side of the vessel must be numbered from forward aft, with the odd numbers on the starboard side.

(c) The cubical contents and number of persons allowed to be carried in each lifeboat must be plainly marked or painted on each side of the bow of the lifeboat in letters and numbers not less than 1½ inches high. In addition, the number of persons allowed must be plainly marked or painted on top of at least 2 thwarts in letters and numbers not less than 3 inches high.

(d) Each oar must be conspicuously marked with the vessel's name.

(e) Where mechanical disengaging apparatus is used, the control effecting the release of the lifeboat must be painted bright red and must have thereon in raised letters either the words—"DANGER-LEVER DROPS BOAT", or the words—"DANGER-LEVER RELEASES HOOKS".

(f) The top of thwarts, side benches and footings of lifeboats must be painted or otherwise colored international orange. The area in way of the red mechanical disengaging gear control lever, from the keel to the side bench, must be painted or otherwise colored white, to provide a contrasting background for the lever. This band of

Coast Guard, DHS

§ 169.755

white should be approximately 12 inches wide depending on the internal arrangements of the lifeboat.

§ 169.740 Liferafts and lifefloats.

(a) Rigid type liferafts and lifefloats, together with their oars and paddles, must be conspicuously marked with the vessel's name and port of the vessel as marked on its stern as required by § 67.15 of this chapter.

(b) The number of persons allowed on each rigid type liferaft and lifefloat must be conspicuously marked or painted thereon in letters and numbers at least 1½ inches high.

(c) There must be stenciled in a conspicuous place in the immediate vicinity of each inflatable liferaft the following:

INFLATABLE LIFERAFT NO _____
_____ PERSONS CAPACITY

These markings must not be placed on the inflatable liferaft containers.

§ 169.741 Personal flotation devices and ring life buoys.

Each personal flotation device and ring life buoy must be marked with the vessel's name.

§ 169.743 Portable magazine chests.

Portable magazine chests must be marked in letters at least 3 inches high: "PORTABLE MAGAZINE CHEST—FLAMMABLE—KEEP LIGHTS AND FIRE AWAY."

§ 169.744 Emergency position indicating radio beacon (EPIRB).

Each EPIRB must be marked with the vessel's name.

§ 169.745 Escape hatches and emergency exits.

Each escape hatch and other emergency exit must be marked on both sides using at least 1-inch letters: "EMERGENCY EXIT, KEEP CLEAR", unless the markings are deemed unnecessary by the Officer in Charge, Marine Inspection.

§ 169.746 Fuel shutoff valves.

Each remote fuel shutoff station must be marked in at least 1-inch let-

ters indicating purpose of the valves and direction of operation.

§ 169.747 Watertight doors and hatch- es.

Each watertight door and watertight hatch must be marked on both sides in at least 1-inch letters: "WATERTIGHT DOOR—CLOSE IN EMERGENCY" or "WATERTIGHT HATCH—CLOSE IN EMERGENCY", unless the markings are deemed unnecessary by the Officer in Charge, Marine Inspection.

§ 169.750 Radio call sign.

Each vessel certificated for exposed or partially protected water service must have its radio call sign permanently displayed or readily available for display upon its deck or cabin top in letters at least 18 inches high.

§ 169.755 Draft marks and draft indicating systems.

(a) All vessels must have draft marks plainly and legibly visible upon the stem and upon the sternpost or rudderpost or at any place at the stern of the vessel as may be necessary for easy observance. The bottom of each mark must indicate the draft.

(b) The draft must be taken from the bottom of the keel to the surface of the water at the location of the marks.

(c) In cases where the keel does not extend forward or aft to the location of the draft marks, due to a raked stem or cut away skeg, the draft must be measured from a line projected from the bottom of the keel forward or aft, as the case may be, to the location of the draft marks.

(d) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage must be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

(e) Draft marks must be separated so that the projections of the marks onto a vertical plane are of uniform height equal to the vertical spacing between consecutive marks.

(f) Draft marks must be painted in contrasting color to the hull.

(g) In cases where draft marks are obscured due to operational constraints